

1-8. (CANCELED)

9. (CURRENTLY AMENDED) The vehicle according to claim [[8]] 15, wherein the left linking transmission (12) and the right linking transmission (14) have a common housing (30) where the shiftable clutch (32) is located.

10. (CURRENTLY AMENDED) The vehicle according to claim [[8]] 15, wherein the left linking transmission (12) and the right linking transmission (14) each have one separate housing.

11. (PREVIOUSLY PRESENTED) The vehicle according to claim 10, wherein the shiftable clutch (32) is situated in only one of the separate transmission housings.

12. (CURRENTLY AMENDED) The vehicle according to claim [[8]] 15, wherein the shiftable clutch (32) is situated between a first transmission element (26) of the left linking transmission (12) non-rotatably connected with the prime mover (16) and a second transmission element (34) of the right linking transmission (14) non-rotatably connected with the right prime mover (18).

13. (CURRENTLY AMENDED) The vehicle according to claim [[8]] 15, wherein the shiftable clutch (32) is situated between a first transmission element (24) of the left linking transmission (12) non-rotatably connected with the left drive wheel (4) and a second transmission element (36) of the right linking transmission (14) non-rotatably connected with the right drive wheel (6).

14. (CURRENTLY AMENDED) The vehicle according to claim [[8]] 15, wherein the shiftable clutch is situated between an intermediate wheel (28) of the left linking transmission (12) and an intermediate wheel of the right linking transmission (14).

15. (NEW) A vehicle having a vehicle body (2) and including a left electric prime mover (16) coupled to a left drive wheel (4) by a left linking transmission (12) and a right electric prime mover (18) coupled to a right drive wheel (6) by a right linking transmission (14);

the left linking transmission (12) including a left drive train (26, 28, 12) for driving the left drive wheel (4) and the right linking transmission (14) including a right drive train (34, 36, 14) for driving the right drive wheel (6);

the right and the left electric prime movers (16, 18) each being located radially outward from the corresponding left and right drive wheels (4, 6) and at least partly in a plane of rotation of the corresponding left and right drive wheels (4, 6);

the right and the left drive trains (26, 28, 12; 34, 36, 14) and the right and the left electric prime movers (16, 18) being rigidly mounted to the vehicle body (20);

each of the left and right drive wheels (4, 6) being connected to the corresponding left and right drive train (26, 28, 12; 34, 36, 14) by a corresponding output transmission shaft (8, 10) accommodating a sprung suspension between the corresponding left or right drive wheel (4,6) and the vehicle body (2), and

a shiftable clutch (32) for selectively interconnecting the left and the right drive trains (12, 26, 28, 14, 34, 36) with one another so that each of the left and the right drive trains (12, 26, 28, 14, 34, 36) can be selectively driven by at least one of the right and left prime movers (16, 18).

16. (NEW) A vehicle having a vehicle body (2), a left electric wheel drive train (12, 26, 28) for driving at least a left drive wheel (4) and a right electric wheel drive train (14, 34, 36) for driving at least a right drive wheel (6);

the left drive train (12, 26, 28) further comprising a left electric prime mover (16) being located radially outward of the left drive wheel (4) and at least partly in a plane of rotation of the left drive wheel (4), and the left drive train (12, 26, 28) and the left electric prime mover (16) both being rigidly mounted to the vehicle body (20);

the right drive train (14, 34, 36) further comprising a right electric prime mover (18) being located radially outward of the right drive wheel (6) and at least partly in a plane of rotation of the right drive wheel (6), and the right drive train (14, 34, 36) and the right electric prime mover (18) both being rigidly mounted to the vehicle body (20);

the left drive wheel (4) being connected to the left drive train (12, 26, 28) by a left output transmission shaft (8) accommodating a sprung suspension between the left drive wheel (4) and the vehicle body (20), and the right drive wheel (6) being connected to the right drive train (14, 34, 36) by a right output transmission shaft (10) accommodating a sprung suspension between the right drive wheel (6) and the vehicle body (20); and

the left drive train (12, 26, 28) and the right drive train (14, 34, 36) being couplable to one another by a shiftable clutch (32) for selectively interconnecting the left drive train (12, 26, 28) and the right drive train (14, 34, 36) with one another so that

both the left drive train (12, 26, 28) and the right drive train (14, 34, 36) can be selectively driven by the left prime mover (16); and

both the left drive train (12, 26, 28) and the right drive train (14, 34, 36) can be selectively driven by the right prime mover (18).

17. (NEW) A vehicle having a vehicle body (2), a left electric wheel drive train (12, 26, 28) for driving at least a left drive wheel (4) and a right electric wheel drive train (14, 34, 36) for driving at least a right drive wheel (6);

the left drive train (12, 26, 28) further comprising a left electric prime mover (16) which is located radially outward of the left drive wheel (4) and at least partly in a plane of rotation of the left drive wheel (4), and the left drive train (12, 26, 28) and the left electric prime mover (16) both being rigidly mounted to the vehicle body (20);

the right drive train (14, 34, 36) further comprising a right electric prime mover (18) which is located radially outward of the right drive wheel (6) and at least partly in a plane of rotation of the right drive wheel (6), and the right drive train (14, 34, 36) and the right electric prime mover (18) both being rigidly mounted to the vehicle body (20);

the left drive wheel (4) being connected to the left drive train (12, 26, 28) by a left output transmission shaft (8) accommodating a sprung suspension between the left drive wheel (4) and the vehicle body (20), and the right drive wheel (6) being connected to the right drive train (14, 34, 36) by a right output transmission shaft (10) accommodating a sprung suspension between the right drive wheel (6) and the vehicle body (20); and

a shiftable clutch (32) for selectively interconnecting the right prime mover (18) with the left drive train (12, 26, 28) and for selectively interconnecting the left prime mover (16) with the right drive train (14, 34, 36) whereby the right prime mover (18) can drive either of the left drive train (12, 26, 28) and the right drive train (14, 34, 36) and the left prime mover (16) can drive either of the left drive train (12, 26, 28) and the right drive train (14, 34, 36).